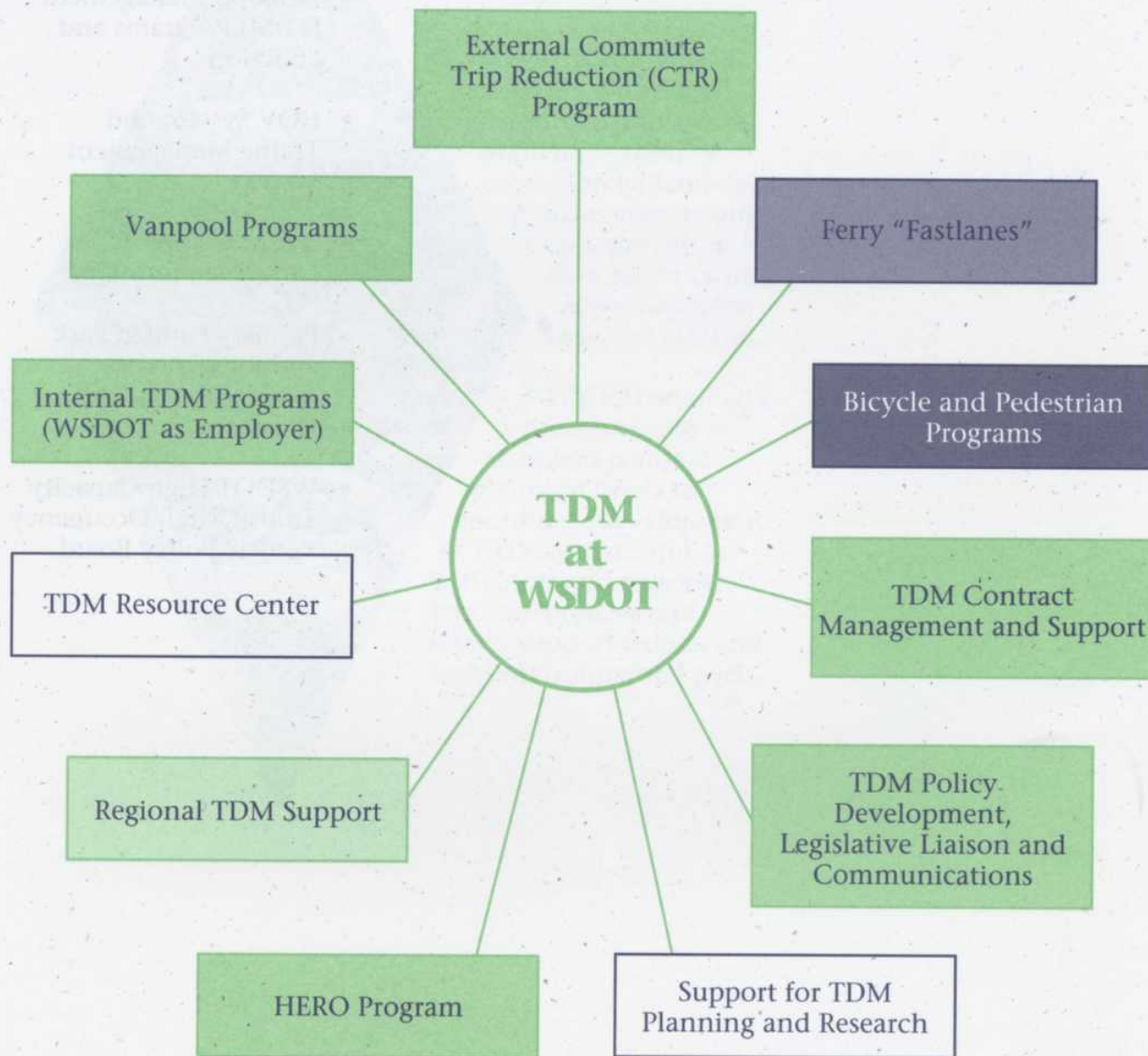


Appendix

- Transportation Demand Management (TDM) Programs and Function
- HOV System and Traffic Management System
- Freeway Core HOV Lane System (Map)
- Publicly Funded Park and Ride Lots
- Glossary
- WSDOT High Capacity Transit/High Occupancy Vehicle Policy Board

Transportation Demand Management (TDM) Programs and Functions

Washington State Department of Transportation

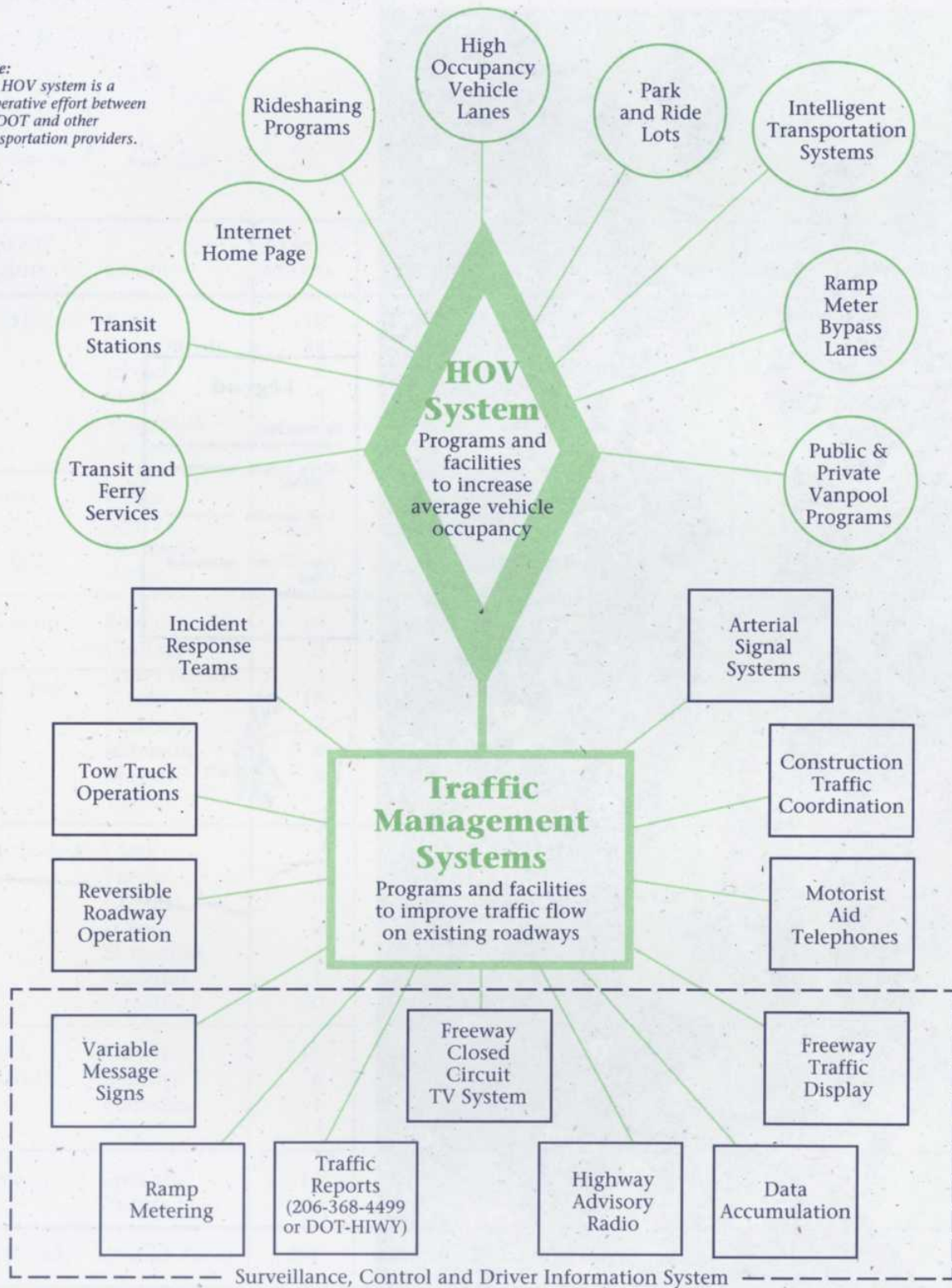


Administrative Responsibility:

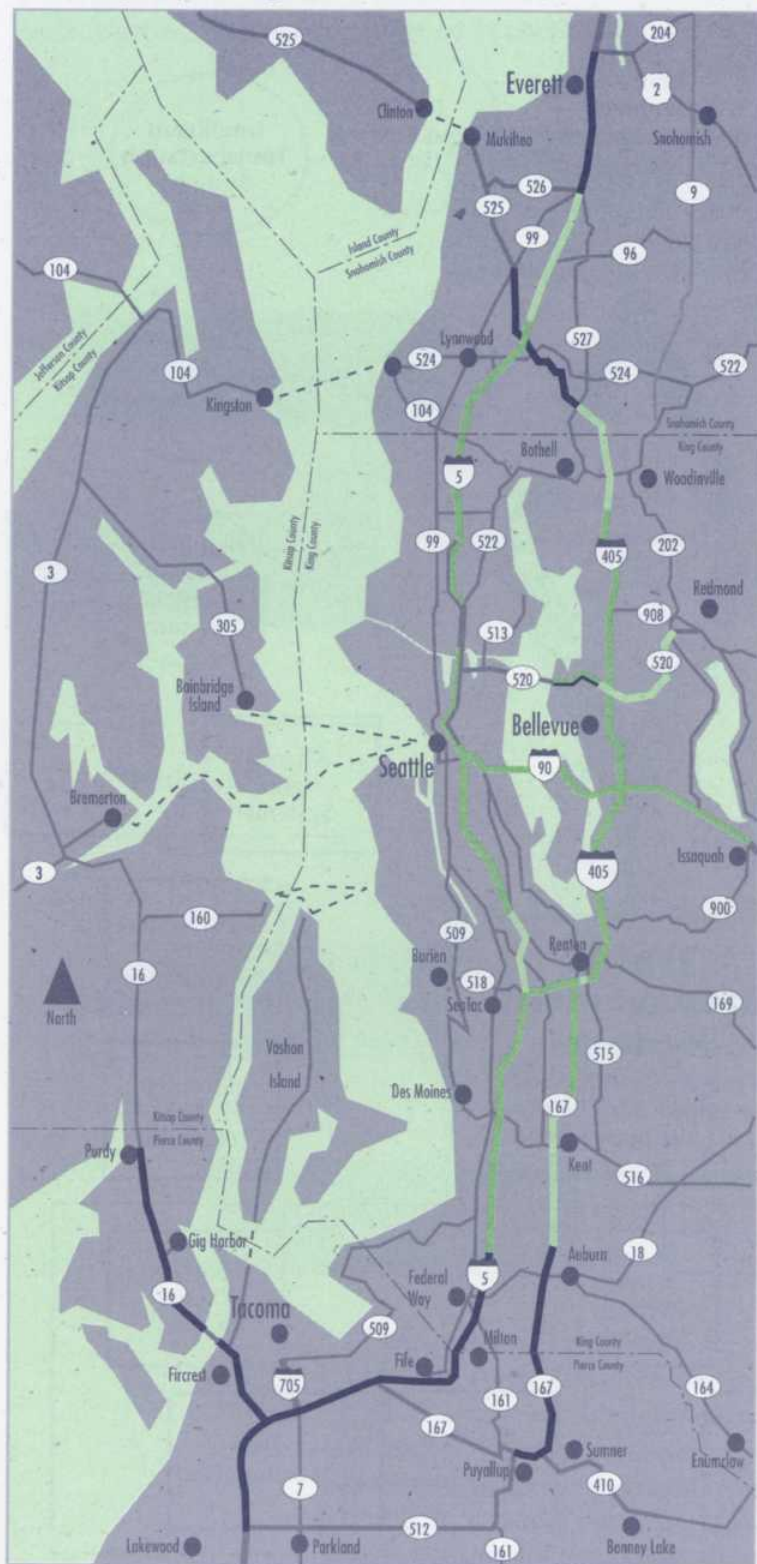
- Public Transportation and Rail Division
- Regional Administrators
- Washington State Ferries
- Highways and Local Roadways Division
- Office of Urban Mobility

HOV System and Traffic Management System

Note:
The HOV system is a cooperative effort between WSDOT and other transportation providers.



Freeway Core HOV Lane System in the Puget Sound Region



Publicly Funded Park and Ride Lots

Listed by WSDOT Region and County



WSDOT Region	County	Number of Lots	Number of Stalls	Owned by			Maintained/Operated by		
				State	Transit	Other	State	Transit	Other
Northwest	King	110	17,262	30	21	59	4	106	0
	Snohomish	34	4,944	22	2	10	4	29	1
	Island	8	653	7	0	1	6	1	1
	Skagit	3	56	2	0	1	2	0	1
	Whatcom	5	192	3	1	1	3	1	1
	Totals	160	23,107	64	24	72	19	137	4
North Central	Grant	3	93	2	0	1	2	0	1
	Chelan	4	135	1	0	3	1	0	3
	Douglas	1	26	0	0	1	0	0	1
	Totals	8	254	3	0	5	3	0	5
Olympic	Pierce	19	2,343	9	1	9	6	12	1
	Clallam	3	115	2	0	1	2	0	1
	Grays Harbor	3	67	2	0	1	1	0	2
	Kitsap	18	1,757	5	0	13	3	14	1
	Thurston	7	522	5	0	2	1	6	0
	Jefferson	4	145	2	0	2	2	0	2
	Mason	3	100	2	0	1	2	0	1
	Totals	57	5,049	27	1	29	17	32	8
Southwest	Clark	7	831	5	1	1	4	2	1
	Pacific	1	13	1	0	0	1	0	0
	Cowlitz	8	459	8	0	0	8	0	0
	Lewis	2	145	2	0	0	2	0	0
	Skamania	1	30	1	0	0	1	0	0
	Klickitat	1	19	1	0	0	1	0	0
	Totals	20	1,497	18	1	1	17	2	1
South Central	Yakima	10	395	5	0	5	6	0	4
	Benton	8	592	3	2	3	4	4	0
	Franklin	1	50	0	1	0	0	1	0
	Totals	19	1,037	8	3	8	10	5	4
Eastern	Spokane	14	2,205	5	2	7	0	14	0
	Totals	14	2,205	5	2	7	0	14	0
Statewide	Grand Total	278	33,149	125	31	122	66	190	22

Glossary

Barrier-Separated Facility: HOV lane (or lanes) that is (are) physically separated from adjacent mixed flow freeway lanes.

Buffer-Separated Facility: An HOV lane separated from adjacent mixed flow freeway lanes by a designated buffer width of one foot or more.

Bus/Carpool Priority Control: Element of traffic control which gives preferential treatment to buses, vanpools and carpools.

Busway: A preferential roadway or ramp designed for exclusive use by buses, located either in separate right of way or within the freeway corridor. Busways are normally physically separated facilities.

Commute Trip Reduction: A TDM strategy that encourages the use of alternative transportation modes for commute trips by reducing reliance on single occupancy vehicle travel.

Concurrent Flow Lane: A lane on which, during the entire day or during certain hours of the day, high occupancy vehicles operate in the same direction as the adjacent mixed flow of traffic.

Continuous HOV Lane: An HOV lane on a directional roadway with no gaps between individual HOV segments along its length.

Contraflow Lane: A lane on which, during the entire day or during certain hours of the day, high occupancy vehicles operate in a direction opposite that of adjacent traffic. For freeway applications the lane is separated by pylons or moveable barriers.

Direct Access: Ability of transit or other ridesharing modes to directly access HOV lane without merging across general purpose lanes. An exclusive ramp facility is one way to provide this access. For outside HOV lanes a right hand ramp may also be used.

HOV Route Segment: Represents the length of an HOV lane, between termini located at freeway to freeway interchanges. This definition, as it applies to the policy

entitled CARPOOL DEFINITION, is not intended to rule out variations in the required vehicle occupancy by direction or time of day, but is intended to provide reasonable consistency throughout the entire length of each HOV route segment.

Intelligent Transportation Systems (ITS): The application of data processing, communications, control, and electronics to improve safety and efficiency.

Level of Service (LOS): A qualitative measure that incorporates the collective factors of speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience, and operating costs provided by a highway facility under a particular volume condition.

Operational characteristics:

LOS A: A condition of free flow in which there is little or no restriction on speed or maneuverability caused by the presence of other vehicles.

LOS B: A condition of stable flow in which operating speed is beginning to be restricted by other traffic.

LOS C: A condition of stable flow in which the volume and density levels are beginning to restrict drivers in their freedom to select speed, change lanes, or pass.

LOS D: A condition approaching unstable flow in which tolerable average operating speeds are maintained but are subject to sudden variations.

LOS E: A condition of unstable flow in which operating speeds are lower with some momentary stoppages. The upper limit of this LOS is the capacity of the facility.

LOS F: A condition of forced-flow in which speed and rate of flow are low with frequent stoppages occurring for short or long periods of time; with density continuing to increase causing the highway to act as a storage area.

Park and Ride Lot: A parking facility where individuals rendezvous to use carpools, vanpools or public transportation as a transfer of

mode with their private automobile. The facility may or may not be served by public transportation.

Ridesharing: A form of transportation in which more than one person shares in the use of a vehicle to make a trip. The concept of ridesharing usually applies to carpools and vanpools, but also applies to riding the bus.

Surveillance, Control and Driver Information System: The name given to those elements of the traffic management system which are used to collect traffic data and relay highway construction and traffic information to the traveling public. System elements include electronic surveillance stations, ramp meters, closed-circuit television, variable message signs and highway advisory radio.

Traffic Management Systems: A group of transportation system management and transportation demand management techniques in the central Puget Sound area enabling more efficient use of the transportation network. System elements include: improved signal systems, park and ride lots, HOV lanes, express bus service, carpool and vanpool programs, electronic surveillance stations, ramp meters, closed circuit television monitoring, variable message signs, highway advisory radio and ridesharing support services and programs.

Transportation Demand Management: Measures designed to reduce the number of single occupant vehicle trips during the peak traffic period. Measures include person trip reduction strategies, which eliminate trips completely, vehicle trip reduction strategies that accommodate person trips in fewer vehicles, and peak period modification strategies that move trips out of the most congested periods.

Washington's Transportation Plan: A planning instrument that guides investments and provides the 20-year vision and policy direction for multimodal transportation development in the state.

Washington State Department of Transportation High Capacity Transit/High Occupancy Vehicle Policy Board

Gerry Smith, *Chairman*

Skip Burch

Jim Clemen

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Reneé Montgela

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Puget Sound HOV photography by David Stein.
Additional photos from WSDOT Public Affairs
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